

Shipping.

Steamers.

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**

**FOR SWATOW, AMOY AND
TAIWANFOO.**

The Co.'s Steamship
Thalia, Captain HERRIS, will be
despatched for the above
Ports on **SUNDAY, the 4th Instant, at
Daylight.**

For Freight or Passage, apply to
DOUGLAS LAFFRAIK & Co.,
General Managers,
Hongkong, August 2, 1889. 1544

**THE SCOTTISH ORIENTAL STEAM
SHIP COMPANY, LIMITED.**


**FOR SWATOW, SINGAPORE AND
BANGKOK.**

The Company's Steamer
Parn Chon Kiao,
Capt. W. R. WATSON, will be
despatched for the

Is on: **SUNDAY, 11**

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.
Hongkong, July 31, 1889. 149

FOR YOKOHAMA AND KOBE.


 the Steamship
Westmeath,
 STONEHOUSE, Commander
 will be despatched to
 the above Ports about the 4th August.
 For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
 Hongkong, July 26, 1889.

FOR SINGAPORE, HAVRE AND
HAMBURG.
(Taking Cargo at through rates to
ANTWERP, AMSTERDAM, ROTTER-
DAM, LONDON, LIVERPOOL


and BREMEN.)
The Steamship
Epigonia,
Capt. L. VOLLMER, will
be despatched for the
above Ports on MONDAY, the 5th August
at 10 a.m.
For Freight or Passage, apply to
STERNSEN & Co.

Hongkong, July 29, 1889. Agents. 14

**THE SCOTTISH ORIENTAL STEAM
SHIP COMPANY, LIMITED.**

FOR BANGKOK (DIRECT.)

The Company's Steamship
Kong Beng,
Captain R. Jones, will



above Port on TUESDAY, the 6th Inst
at 8 a.m.


For Freight or Passage, apply to
YUEN FAT HONG.

Hongkong, August 2, 1889. 15.

NAVIGAZIONE GENERALE ITALIANA
(FLORIO & RUBATTIN UNITED COMPANIES)
STEAM FOR
SINGAPORE, PENANG & ROMBAH

Having connection with Company's ME
Steamers, to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, (LEGHORN)
and GENOA; all MEDITERRANEAN
ADRIATIC, LEVANTINE and SOUTH AFRICA
CAN PORTS, up to CALZAO. Taking Car
at through rates to PERSIAN GULF
and BAGDAD.

The Co.'s Steamship


 Captain VALLE, will be despatched as above
WEDNESDAY, the 7th Instant, at Noon
At Bombay the Steamers are discharging
in VICTORIA'S DOCK.
For further Particulars regarding Freight
and Passage, apply to
CARLOWITZ & Co.

Hongkong, August 1, 1889. 16

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through rates for)
FOR NINGPOO, CHEEFOO, NEW-
CHANG, TIENTSIN, HANKOW

and Ports on the YANGTZE.)

 This Co.'s Steamship
 Named,
 Capt. BARNETT, will
 be despatched as above
 FRIDAY, the 9th Instant.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, August 2, 1883. 15

Sailing Vessels.

FOR NEW YORK.
The 3/3 L.I.L. American Barque
Richard Parsons,
THORNDIKE, Master, will leave
here for the above Port, and
will have quick despatch.
For Freight, apply to

HONGKONG, JULY 25, 1889.

THE SONGEI KOYAH PLANTING
 COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

IN accordance with the Articles of Association and Prospectus of the above Company, SHAREHOLDERS are hereby notified that a CALL of \$15 (FIFTEEN DOLLARS) a SHARE, is Payable to the Hongkong SHANGHAI BANKING CORPORATION on or before the 16th day of August next.

GERR LIVINGSTON & CO.

Hongkong, July 15, 1880. 13

Intimations.

THE SHARE LIST will close on Saturday, 10th August, at 1 p.m.

THE PEAK RESIDENCES, LIMITED.

INCORPORATED UNDER THE COMPANIES' ORDINANCE, 1853 to 1889.

CAPITAL, £250,000
DIVIDED INTO 10,000 SHARES OF £25 EACH.

Payable 85 on Application, £10 on Allotment, and the Balance as required in Instalments of not more than £5.

Shares taken up by the Vendors, £4,000
Shares now offered to the Public, £6,000

Total, £10,000

Directors:
Chairman: JOSEPH W. NOBLE, Esq.
* E. JONES HUGHES, Esq.
* C. L. GORHAM, Esq.
* F. C. WAUGHAN, Esq.
* CHONG KAI, Esq.

APPLICANTS FOR SHARES will be received until the 10th day of August, 1889, and must be made on the proper forms for that purpose and forwarded to the Chartered Bank of India, Australia and China, together with the amount payable on application.

Prospectus and Share Forms may be had of the Bankers or at the Office.

Bankers:
THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Solicitor:
ARTHUR BEHARD ROBYK, Esq.
2, D'ARLINGTON STREET.

Hongkong, July 31, 1889. 1495

CHAS. J. GAUPP & Co.,
Chromotiers, Watch & Clock Makers, Jewellers, Gold & Silver Smiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.

ROBERT'S LANTERN AND COMPASSES, ADAMSON'S LANTERN CHARTS, NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATED WARE, Chromotiers & Co.'s ELECTRO-PLATED WARE, GOLD & SILVER JEWELLERY in great variety.

DIAMONDS
AND
DIAMOND JEWELLERY.
A splendid collection of the latest London PATTERNS, at very moderate prices. 749

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FORMS should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Street, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Under-Signed is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, August 25, 1889. 1498

DENTISTRY.
FIRST CLASS WORKMANSHIP.
MODERATE FEES.

MR. WONG TAI-PONG,
Surgeon Dentist.

(FORMERLY LICENSED APRENTICE AND LATERLY ASSISTANT TO DR. ROBERTS.)

At the urgent request of his European and American patients and friends, he has TAKEN THE OFFICE formerly occupied by Dr. ROBERTS.

No. 2, DUNDRELL STREET.

CONSULTATION FREE.

Discount to missionaries and families. Sole Address.

2, DUNDRELL STREET.
(Next to the New Oriental Bank.)
Hongkong, January 12, 1888. 66

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL, £5,000,000
PAID-UP CAPITAL, £2,500,000
RESERVE FUND, £1,250,000

Board of Directors:
Hon. J. J. KESWICK, Chairman.
Hon. C. P. CHATER, Vice-Chairman.
E. A. SOLOMON, Esq.
J. S. MOSES, Esq.
S. C. MICHAELSEN, Esq.
C. E. NOBLE, Esq.
LEE SING EAT.
POON PONG, Esq.

Bankers:
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

Estates managed, and all kinds of Agency and Commission Business relating to Land, &c., conducted.

Full Particulars can be obtained at the Company's Offices, No. 6, Queen's Road Central.

A SHELTON HOOPER, Secretary.

Hongkong, 3rd May, 1889. 844

Our Jobbing Department

HAVING just been REPLENISHED with a large assortment of the latest EUROPEAN and AMERICAN NOVELTIES, we are prepared to execute orders for FANCY WORK with readiness and despatch, and at very moderate rates.

CHINA MAIL OFFICE.

Notices to Consignees.

NOTICE TO CONSIGNEES.
STEAMSHIP WESTMATH, FROM LONDON.

CONSIGNEES of Cargo are requested to send in their Bills of Lading to the Under-Signed for countersignature and to take immediate delivery of their Goods from the Steamer.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

All Claims against the Steamer must be presented to the Under-Signed on or before the 7th Instant, or they will not be recognized.

Consignees will be required to sign an Average Bond and pay a deposit before obtaining delivery of their Cargo.

ADAMSON, BELL & Co.,
Agents.

Hongkong, August 1, 1889. 1504

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Prigga*, Captain F. Naege, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Under-Signed, and to take immediate delivery of their Goods from the Steamer.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 p.m. To-day.

Any Cargo impeding the discharge will be landed into the Godowns of the Kowloon Pier and Godown Co. and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th Inst. at 4 p.m. No Fire Insurance has been effected.

SIEMSEN & Co.,
Agents.

Hongkong, July 30, 1889. 1479

GLEN LINE OF STEAMERS.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Glenlochy*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Kowloon Pier and Godown Co. and stored at Consignees' risk and expense.

Optional Cargo will be forwarded, unless notice to the contrary be given before 11 a.m. To-day.

Cargo remaining undelivered after the 5th August will be subject to rent.

No Fire Insurance has been effected. Consignees are requested to present all Claims for damages and/or shortages not later than the 12th of August, otherwise they will not be recognized.

Bills of Lading will be countersigned by **JARDINE, MATHESON & Co.,**
Agents.

Hongkong, July 20, 1889. 1472

NOTICE TO CONSIGNEES.

S.S. *ALBANY*, FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Pier and Godown Co. at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Instant will be subject to rent.

All Claims against the Steamer must be presented to the Under-Signed on or before the 10th Instant, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **ADAMSON, BELL & Co.,**
Agents.

Hongkong, August 3, 1889. 1516

TO-day's Advertisements.

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. *FLINTSHIRE*, FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Pier and Godown Co. at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Instant will be subject to rent.

All Claims against the Steamer must be presented to the Under-Signed on or before the 10th Instant, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **ADAMSON, BELL & Co.,**
Agents.

Hongkong, August 3, 1889. 1516

TO-day's Advertisements.

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. *FLINTSHIRE*, FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Pier and Godown Co. at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Instant will be subject to rent.

All Claims against the Steamer must be presented to the Under-Signed on or before the 10th Instant, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **ADAMSON, BELL & Co.,**
Agents.

Hongkong, August 3, 1889. 1516

TO-day's Advertisements.

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. *FLINTSHIRE*, FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Pier and Godown Co. at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Instant will be subject to rent.

All Claims against the Steamer must be presented to the Under-Signed on or before the 10th Instant, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **ADAMSON, BELL & Co.,**
Agents.

Hongkong, August 3, 1889. 1516

TO-day's Advertisements.

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. *FLINTSHIRE*, FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Pier and Godown Co. at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Instant will be subject to rent.

All Claims against the Steamer must be presented to the Under-Signed on or before the 10th Instant, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **ADAMSON, BELL & Co.,**
Agents.

Hongkong, August 3, 1889. 1516

TO-day's Advertisements.

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. *FLINTSHIRE*, FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Pier and Godown Co. at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Instant will be subject to rent.

All Claims against the Steamer must be presented to the Under-Signed on or before the 10th Instant, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **ADAMSON, BELL & Co.,**
Agents.

Hongkong, August 3, 1889. 1516

TO-day's Advertisements.

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. *FLINTSHIRE*, FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Pier and Godown Co. at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Instant will be subject to rent.

All Claims against the Steamer must be presented to the Under-Signed on or before the 10th Instant, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **ADAMSON, BELL & Co.,**
Agents.

Hongkong, August 3, 1889. 1516

TO-day's Advertisements.

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. *FLINTSHIRE*, FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Pier and Godown Co. at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Instant will be subject to rent.

All Claims against the Steamer must be presented to the Under-Signed on or before the 10th Instant, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **ADAMSON, BELL & Co.,**
Agents.

Hongkong, August 3, 1889. 1516

TO-day's Advertisements.

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. *FLINTSHIRE*, FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Pier and Godown Co. at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Instant will be subject to rent.

All Claims against the Steamer must be presented to the Under-Signed on or before the 10th Instant, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **ADAMSON, BELL & Co.,**
Agents.

Hongkong, August 3, 1889. 1516

TO-day's Advertisements.

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. *FLINTSHIRE*, FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Pier and Godown Co. at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Instant will be subject to rent.

All Claims against the Steamer must be presented to the Under-Signed on or before the 10th Instant, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **ADAMSON, BELL & Co.,**
Agents.

Hongkong, August 3, 1889. 1516

TO-day's Advertisements.

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. *FLINTSHIRE*, FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Pier and Godown Co. at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Instant will be subject to rent.

All Claims against the Steamer must be presented to the Under-Signed on or before the 10th Instant, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **ADAMSON, BELL & Co.,**
Agents.

Hongkong, August 3, 1889. 1516

TO-day's Advertisements.

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. *FLINTSHIRE*, FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Pier and Godown Co. at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Instant will be subject to rent.

All Claims against the Steamer must be presented to the Under-Signed on or before the 10th Instant, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **ADAMSON, BELL & Co.,**
Agents.

Hongkong, August 3, 1889. 1516

TO-day's Advertisements.

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. *FLINTSHIRE*, FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Pier and Godown Co. at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Instant will be subject to rent.

All Claims against the Steamer must be presented to the Under-Signed on or before the 10th Instant, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **ADAMSON, BELL & Co.,**
Agents.

hopeless, and the same difficulty is met in the present instance.

thought of. That is a point which perhaps has not struck some of you gentlemen. I say distinctly that in my opin-

the Chairman and Mr. Poesnecker that at present it would be a very risky business to undertake this, but it might be ap-

That it is the imperative duty of the Government, in return for the price charged for land, to provide a system of drainage

Public Analyst, and all the necessary machinery (in the form of ordinances) and a Police Force to set it in motion.

'beggara' in the true sense, nor are they really in need. They get more during the season than many who are engaged in

standing, by a simple return, will send a description of it free to any Person who applies to Nicholson, 21, Bedford Square, London, W. C., England.

Wong Hang, who keeps the Man Yuen

That it is the imperative duty of the Government, in return for the price charge for land, to provide a system of drainage

Public Analyst, and all the necessary machinery (in the form of ordinances) and a Police Force to set it in motion.

living in this way, but they are not 'beggara' in the true sense, nor are they really in need. They get more during the season than many who are engaged in

standing by a simple remedy, will send a description of it free to any Person who applies to Nicholson, 21, Bedford Square, London, W. C., England.

attempt to provide efficient drainage for

That the residents on the Peak are amply justified in their protest against a repetition of this blunder, by the effects already apparent on the heights of Mount Kellie and neighbourhood.

That it is the imperative duty of the Government, in return for the price charged for land, to provide a system of drainage

taken the Piper o' Dumbarton to their bosoms in the most friendly manner. That doubtless they aimed a mild joke at the departing Banker when they referred to his Sterling worth. That it should be impossible in Hongkong for Chinese or others to poison our soldiers and sailors with forty-cent stuff called brandy, seeing that we have a Public Analyst, and all the necessary machinery (in the form of ordinances) and a Police Force to set it in motion.

living mainly comes from the sweepings on the bund. Each cargo of rice stored on the bund leaves a considerable 'leakage' behind on removal. It is no uncommon thing to see one of these sweepers carry away a peck or more of 'sweepings', three quarters of which at least is good rice, when cleaned. When opportunity offers, they beg, adding not a little to their living in this way, but they are not 'beggars' in the true sense, nor are they really in need. They get more during the season than many who are engaged in

blockade, but denounces the real motive of the seizure, and adds that the expedition is opposed to English commercial interests, and is intended to interfere with the trade of the Anglo-African Lake Companies.

TO THE DEAF.—A Person cured of Deafness and noises in the head of 23 years' standing by a simple remedy, will send a description of it free to any Person who applies to Nicholson, 21, Bedford Square, London, W. C., England.

A CHANCE FOR TREASURE-SEEKERS.

A ROMANTIC EXPEDITION.

On August 2nd, 1889, four gentlemen, three of whom were barristers, and at least of whom were absolutely ignorant of all things nautical, left Southampton on what at the time seemed to be one of the maddest expeditions of the century. They had under them a yawl of 18 tons register, and they had with them nine months' provisions and a small boy of fifteen. Their plan was nothing less than to sail to Buenos Ayres, and thence to navigate the Rio de la Plata, and to reach the heart of South America. Mr. R. F. Knight, of Lincoln's Inn, was the skipper of the little craft. On New Year's Day, 1881, she sailed the Rio de la Plata. On the 10th of August following she reached Asuncion, the capital of Paraguay, where some members of the crew, seduced by the enticing attractions of the country, decided to remain; and in February, 1882, after many adventures, the yacht, with a scanty complement, and with her captain half-dead with fever and malaria, anchored off Bridgetown, Barbados. There ended the voyage, the whole story of which has since been told by Mr. Knight in that most delightful of books of modern travel, 'The Cruise of the Falcon.' The experience would have been enough to satisfy the adventurous aspirations of most men; but Mr. Knight was not happy. After cruising in larger yachts in the West Indies and elsewhere, he procured an old 3-ton lifeboat, which had once belonged to a P. and O. steamer, fitted her out at Hammersmith, and, in May, 1887, accompanied only by a boy, started, via the North Sea and the Dutch canal, for the Baltic. In August he reached Copenhagen. The record of that cruise is to be found in 'The Falcon on the Baltic,' which has lately been pub-

lished by W. H. Allen and Co. The boat was left at Copenhagen for the winter; and in June last her captain rejoined her there and brought her home, dropping anchor at Kingston-on-Thames on the 15th of September. At Kingston, just off the Sun landing-stage, the little craft, measuring only 29 ft. in length, is lying at this moment. But this little Falcon will be commissioned no more, for she is old and leaky. She is, moreover, too small for the next expedition that is contemplated by her owner. The next Falcon must be a far larger craft. Mr. Knight's next venture is nothing more nor less than a treasure-hunt. He has heard of a valuable booty which was hidden, some fifty years ago, by certain pirates who were subsequently hanged for their crimes; and, after having made full inquiries into the matter and having established himself of the genuineness of the documents and information that are in his possession, he has made up his mind to do his best to recover the treasure.

In appearance the venturesome yachtsman is not much to be admired, except as a person. One naturally looks for a rolicking, red-faced, rough-tongued individual; one finds a tall, thin, ascetic, professional-looking gentleman in spectacles, whose manner is unusually quiet, and whose very speech is low, modest, and almost hesitating in its unobtrusiveness. But, as one converses with him one realizes the deceptive nature of externals. He has been everywhere and done everything; he is 'as hard as nails'; he is absolutely indifferent to personal discomfort; and he has knowledge, pluck, and will that are capable of leading him to success in ventures which for ninety-nine men out of every hundred would be predestined failure. An enthusiastic sportsman, a charming writer, and an experienced

seaman, in whom caution and dash are mingled in well-balanced proportions, Mr. Knight is just the man to carry out the expedition he has now set himself to do, and to give the world a delightful account of it when it shall be done.

It is not necessary here to indicate precisely the whereabouts or nature of the alleged treasure. Suffice it to say that it lies many thousands of miles from our coast, in an uninhabited spot, and that Mr. Knight calculates that its recovery—supposing that it can be recovered—will involve his absence from England, and indeed from civilization, for at least eight or nine months. It has been valued at as much as a million sterling. If it be worth only a tenth of that sum, it will, however, handsomely repay those who may be so fortunate as to secure it: for Mr. Knight proposes to do, things cheaply and economically, to take but few hands with him, and to share whatever profits there may be with his fellow-adventurers, dividing the prize proportionately to each man's share in the labour and expenses of the expedition. The shipper of the Falcon is at the same time prepared to face partial or total failure. The treasure may have been already removed by man, or it may have been hopelessly buried by the operation of natural forces. He nevertheless firmly believes that it is still there, and that it can be recovered; and the best proof of his convictions lies in the fact that he will take the chief share in the venture and will himself lead the expedition. It is obviously a somewhat risky one. If Mr. Knight sailed from England with a paid crew of the ordinary type, hardship and privation might, by fomenting mutiny, imperil everything, even at the moment of success; and if the treasure were recovered, its value might tempt the men, who at the time would be far away from the in-

fluences of civilization, to seize it for themselves and to commit some terrible crime in order to gain their object. Mr. Knight has therefore determined, so far as possible, to take his associates only gentlemen whom he can thoroughly trust, and who shall be almost as deeply interested as he is in the complete success of the scheme. He is now looking for volunteers of this type. He wants a few educated men who will not shrink from hard work and rough experiences, and who at the same time will take shares in the venture. He intends to make the strictest inquiries as to the social and physical qualifications of every candidate; he will exact the most unflinching obedience to his orders and standing regulations; and to each eligible man who will join him, and who will contribute £100 to the expeditionary fund, he will give one-twentieth of the profits of the venture. He will, in addition, find a suitable yacht, and provide food and accommodation until the return to England. In short, his fellow-venturers will have neither liabilities nor necessary expenses, beyond the amount of their original contribution to the fund, which they will get at least eight months of wholesome change, if nothing more. But the candidates, we repeat, must be prepared to work hard and seek neither privation nor danger. Mr. Knight's yacht, which will leave England in August, will be only eight or ten felloes long, and will be fitted with all necessary, but with very few luxuries; and those who sail in her must not expect a life of roses and *dolce far niente*. Her captain needs only eight or ten fellow-venturers; for he will, of course, have to take with him a few paid hands as well. To eligible candidates he will give, in confidence, particulars of his hopes and projects; but they must be content to leave much to him, since, if he were to tell

everything that he knows, he might obviously be deprived by others of the success which he aspires to attain.—*St. James's Budget.*

THE ORIENTAL WOMAN.

It is rather a curious reflection that in those countries where woman's rights are most completely non-existent, there the specially womanly duties of women are the most grossly neglected. Travellers in Egypt, for instance, tell us that when the bells call the hour of prayer every man stops whatever work he is engaged in and prostrates himself to Allah. No woman takes any notice of the sound. She is too low in the scale of humanity to make her tributes to Allah worthy of the notice of acceptance. She ranks in this respect almost with the brute creation. She is not withdrawn from her domestic duties by the claims of religion upon her time and thoughts. And yet the same travellers tell us that one of the horrors of Egyptian life is the fearful number of children which the children suffer.

The poor little creatures are incited by dirt and greed and are swarming with vermin. Children are frequently seen lying in their mothers' arms with six or eight flies in each eye. Ophthalmia and various kinds of blindness are, of course, very prevalent, although death results from an enormous large proportion of the children from their sufferings. Three out of every five children who are born die during infancy, and of those who survive one every twenty is blind. This is being 'thoroughly masculine' with a vengeance, and points an instructive moral as to the consequences upon the character of women of the denial of rights, education and responsibility. The harsh and cruel Oriental ladies of high rank are dull and vacuous to the last degree. They play with their jewels, eat sweetmeats and smoke pipes, and thus their day passes. If their children are ill they are hopelessly bewildered and utterly unable to take care of them.

They cling, with touching reverence, to any average English or American woman who may happen to visit them, and implore her aid in doing the simplest kind of nursing and mothering for the ailing children. In London and various kind of blindness are, of course, very prevalent, although death results from an enormous large proportion of the children from their sufferings. Three out of every five children who are born die during infancy, and of those who survive one every twenty is blind. This is being 'thoroughly masculine' with a vengeance, and points an instructive moral as to the consequences upon the character of women of the denial of rights, education and responsibility. The harsh and cruel Oriental ladies of high rank are dull and vacuous to the last degree. They play with their jewels, eat sweetmeats and smoke pipes, and thus their day passes. If their children are ill they are hopelessly bewildered and utterly unable to take care of them.

Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites is the most valuable remedy for Consumption, Scrophula, General Debility, Wasting Diseases of Children, Chronic Coughs, and Bronchitis that has ever been produced. It is very palatable; it is very fattening and strengthening. It will ease at once the most violent cough and will give both comfort and strength to the sufferer. It possesses the combined virtues of those popular remedies in their fullest form. Any Chemist can supply it.—Watson & Co. (Limited), agents in Hongkong and China.

WHY HE DID NOT GO TO THE HOSPITAL.

HE COULD LEAP THROUGH THE AIR. My object in writing is two-fold: to express my gratitude to the donors of the fund, and to tell a short story which cannot fail to interest the feelings of many others. It is all about myself, but I have remarked that when a man tells the honest truth about himself he is all the more likely to be of use to his fellow creatures. To begin, then, you must know I had long been more or less subject to attacks of bronchitis, a complaint that you are aware is very common and troublesome in Great Britain in certain seasons of the year. Some months ago I had a very severe turn of it, worse, I think than I ever had before. It was probably brought on by my catching cold, as we are all apt to do when we least expect it. Weeks passed, and my trouble proved to be very obstinate. It would not yield to medicine, and as I also began to have violent aching pains in my limbs and back, I became greatly alarmed. I could neither eat nor sleep. If I had been a feeble, sickly man, I should have thought less of it; but as, on the contrary, I was hearty and robust, I feared some new and terrible thing had got hold of me, which might make my strength of no avail against it. I say, that was the way I thought.

Presently I could not even lie down for the pain all over my body. I asked my doctor what he thought of my condition, and he frankly said, 'I am sorry to have to tell you that you are getting worse.' This so frightened my friends, as well as myself, that they said, 'You must go to the Hospital; it may be your only chance for life.'

But I didn't want to go to the hospital. Who does when he thinks he can possibly get along without doing it? I am a labouring man, with a large family depending on me for support, and I might almost as well be in my grave as to be laid on my back in a hospital unable to do a hand for months, or fed only by a spoon and a glass. Right at this point I had a thought flash across my mind like a streak of sunshine in a cloudy day. I had heard and read a good deal about Mother Seigel's Curative Syrup, and I resolved, before consenting to be taken to the hospital, I would try that well-known remedy. On this I gave up the doctor's medicine and began taking the Syrup. Mark the wonderful result! I had taken but three doses within twenty-four hours when I was seized with a fit of coughing; and threw up the spoon and glass of my chest by the broken it up. Continuing with the Syrup, the racking pain, which I believe came from the bitter and poison humours in my blood and joints, soon left me entirely, and I felt like going to sleep, and I did sleep sound and quiet. They left me hungry, with a natural appetite, and as I ate I soon got strong and well.

I felt I could leap through the air with delight! In a week I was able to go to my work again. It doesn't seem possible, yet it is true, and the neighbours know it. There are plenty of witnesses to prove it. And, therefore, when I say I preach the good news of the great power of Seigel's Syrup to cure pain and disease far and wide, nobody will wonder at me.

THOMAS CAMPBELL, 75, Military-road, Canterbury, Kent. Mother Seigel's Curative Syrup is for sale by all chemists and medicine vendors, and by the Proprietors, A. J. Whiles Limited, 31, Farringdon-road, London, E. C. 1, England.

SHARE LIST.—QUOTATIONS.

Hongkong, Saturday Noon, 3rd August, 1889.

STOCKS.	When Established.	Capital.	No. of Shares.	Par Value of Share.	Amount Paid-up per share.	POSITION PER LAST REPORT.			DIVIDEND.		CASH QUOTATIONS.		
						Reserve Fund.	At credit of working etc. or Bal. Br's fed.	Amount.	When paid.	Closing.	DURING CURRENT WEEK.		
											Highest.	Lowest.	
Banks.													
Hongkong & Shanghai Bank- ing Corporation	1865	7,500,000	60,000	\$ 125	all	\$ 4,300,000	\$ 69,874.07	80 for 1 year to 31/12/88 at 9 1/4 = \$4.50 per share	Feb. 25, 89	178 1/2 prem., buyers	179 1/2 prem.	177 1/2 prem.	
Marine Insurances.													
Union Insurance Society of Canton, Limited	1867	2,400,000	10,000	\$ 250	25	\$ 696,500	\$ 346,891.82 estimated to 30 June 88	20 % to 31/12/88 = 20 p. c. for 1888 = 20 p. c. for 1889 = 20 p. c. for 1890 = 20 p. c. for 1891 = 20 p. c. for 1892 = 20 p. c. for 1893 = 20 p. c. for 1894 = 20 p. c. for 1895 = 20 p. c. for 1896 = 20 p. c. for 1897 = 20 p. c. for 1898 = 20 p. c. for 1899 = 20 p. c. for 1900 = 20 p. c. for 1901 = 20 p. c. for 1902 = 20 p. c. for 1903 = 20 p. c. for 1904 = 20 p. c. for 1905 = 20 p. c. for 1906 = 20 p. c. for 1907 = 20 p. c. for 1908 = 20 p. c. for 1909 = 20 p. c. for 1910 = 20 p. c. for 1911 = 20 p. c. for 1912 = 20 p. c. for 1913 = 20 p. c. for 1914 = 20 p. c. for 1915 = 20 p. c. for 1916 = 20 p. c. for 1917 = 20 p. c. for 1918 = 20 p. c. for 1919 = 20 p. c. for 1920 = 20 p. c. for 1921 = 20 p. c. for 1922 = 20 p. c. for 1923 = 20 p. c. for 1924 = 20 p. c. for 1925 = 20 p. c. for 1926 = 20 p. c. for 1927 = 20 p. c. for 1928 = 20 p. c. for 1929 = 20 p. c. for 1930 = 20 p. c. for 1931 = 20 p. c. for 1932 = 20 p. c. for 1933 = 20 p. c. for 1934 = 20 p. c. for 1935 = 20 p. c. for 1936 = 20 p. c. for 1937 = 20 p. c. for 1938 = 20 p. c. for 1939 = 20 p. c. for 1940 = 20 p. c. for 1941 = 20 p. c. for 1942 = 20 p. c. for 1943 = 20 p. c. for 1944 = 20 p. c. for 1945 = 20 p. c. for 1946 = 20 p. c. for 1947 = 20 p. c. for 1948 = 20 p. c. for 1949 = 20 p. c. for 1950 = 20 p. c. for 1951 = 20 p. c. for 1952 = 20 p. c. for 1953 = 20 p. c. for 1954 = 20 p. c. for 1955 = 20 p. c. for 1956 = 20 p. c. for 1957 = 20 p. c. for 1958 = 20 p. c. for 1959 = 20 p. c. for 1960 = 20 p. c. for 1961 = 20 p. c. for 1962 = 20 p. c. for 1963 = 20 p. c. for 1964 = 20 p. c. for 1965 = 20 p. c. for 1966 = 20 p. c. for 1967 = 20 p. c. for 1968 = 20 p. c. for 1969 = 20 p. c. for 1970 = 20 p. c. for 1971 = 20 p. c. for 1972 = 20 p. c. for 1973 = 20 p. c. for 1974 = 20 p. c. for 1975 = 20 p. c. for 1976 = 20 p. c. for 1977 = 20 p. c. for 1978 = 20 p. c. for 1979 = 20 p. c. for 1980 = 20 p. c. for 1981 = 20 p. c. for 1982 = 20 p. c. for 1983 = 20 p. c. for 1984 = 20 p. c. for 1985 = 20 p. c. for 1986 = 20 p. c. for 1987 = 20 p. c. for 1988 = 20 p. c. for 1989 = 20 p. c. for 1990 = 20 p. c. for 1991 = 20 p. c. for 1992 = 20 p. c. for 1993 = 20 p. c. for 1994 = 20 p. c. for 1995 = 20 p. c. for 1996 = 20 p. c. for 1997 = 20 p. c. for 1998 = 20 p. c. for 1999 = 20 p. c. for 2000 = 20 p. c. for 2001 = 20 p. c. for 2002 = 20 p. c. for 2003 = 20 p. c. for 2004 = 20 p. c. for 2005 = 20 p. c. for 2006 = 20 p. c. for 2007 = 20 p. c. for 2008 = 20 p. c. for 2009 = 20 p. c. for 2010 = 20 p. c. for 2011 = 20 p. c. for 2012 = 20 p. c. for 2013 = 20 p. c. for 2014 = 20 p. c. for 2015 = 20 p. c. for 2016 = 20 p. c. for 2017 = 20 p. c. for 2018 = 20 p. c. for 2019 = 20 p. c. for 2020 = 20 p. c. for 2021 = 20 p. c. for 2022 = 20 p. c. for 2023 = 20 p. c. for 2024 = 20 p. c. for 2025 = 20 p. c. for 2026 = 20 p. c. for 2027 = 20 p. c. for 2028 = 20 p. c. for 2029 = 20 p. c. for 2030 = 20 p. c. for 2031 = 20 p. c. for 2032 = 20 p. c. for 2033 = 20 p. c. for 2034 = 20 p. c. for 2035 = 20 p. c. for 2036 = 20 p. c. for 2037 = 20 p. c. for 2038 = 20 p. c. for 2039 = 20 p. c. for 2040 = 20 p. c. for 2041 = 20 p. c. for 2042 = 20 p. c. for 2043 = 20 p. c. for 2044 = 20 p. c. for 2045 = 20 p. c. for 2046 = 20 p. c. for 2047 = 20 p. c. for 2048 = 20 p. c. for 2049 = 20 p. c. for 2050 = 20 p. c. for 2051 = 20 p. c. for 2052 = 20 p. c. for 2053 = 20 p. c. for 2054 = 20 p. c. for 2055 = 20 p. c. for 2056 = 20 p. c. for 2057 = 20 p. c. for 2058 = 20 p. c. for 2059 = 20 p. c. for 2060 = 20 p. c. for 2061 = 20 p. c. for 2062 = 20 p. c. for 2063 = 20 p. c. for 2064 = 20 p. c. for 2065 = 20 p. c. for 2066 = 20 p. c. for 2067 = 20 p. c. for 2068 = 20 p. c. for 2069 = 20 p. c. for 2070 = 20 p. c. for 2071 = 20 p. c. for 2072 = 20 p. c. for 2073 = 20 p. c. for 2074 = 20 p. c. for 2075 = 20 p. c. for 2076 = 20 p. c. for 2077 = 20 p. c. for 2078 = 20 p. c. for 2079 = 20 p. c. for 2080 = 20 p. c. for 2081 = 20 p. c. for 2082 = 20 p. c. for 2083 = 20 p. c. for 2084 = 20 p. c. for 2085 = 20 p. c. for 2086 = 20 p. c. for 2087 = 20 p. c. for 2088 = 20 p. c. for 2089 = 20 p. c. for 2090 = 20 p. c. for 2091 = 20 p. c. for 2092 = 20 p. c. for 2093 = 20 p. c. for 2094 = 20 p. c. for 2095 = 20 p. c. for 2096 = 20 p. c. for 2097 = 20 p. c. for 2098 = 20 p. c. for 2099 = 20 p. c. for 2100 = 20 p. c. for 2101 = 20 p. c. for 2102 = 20 p. c. for 2103 = 20 p. c. for 2104 = 20 p. c. for 2105 = 20 p. c. for 2106 = 20 p. c. for 2107 = 20 p. c. for 2108 = 20 p. c. for 2109 = 20 p. c. for 2110 = 20 p. c. for 2111 = 20 p. c. for 2112 = 20 p. c. for 2113 = 20 p. c. for 2114 = 20 p. c. for 2115 = 20 p. c. for 2116 = 20 p. c. for 2117 = 20 p. c. for 2118 = 20 p. c. for 2119 = 20 p. c. for 2120 = 20 p. c. for 2121 = 20 p. c. for 2122 = 20 p. c. for 2123 = 20 p. c. for 2124 = 20 p. c. for 2125 = 20 p. c. for 2126 = 20 p. c. for 2127 = 20 p. c. for 2128 = 20 p. c. for 2129 = 20 p. c. for 2130 = 20 p. c. for 2131 = 20 p. c. for 2132 = 20 p. c. for 2133 = 20 p. c. for 2134 = 20 p. c. for 2135 = 20 p. c. for 2136 = 20 p. c. for 2137 = 20 p. c. for 2138 = 20 p. c. for 2139 = 20 p. c. for 2140 = 20 p. c. for 2141 = 20 p. c. for 2142 = 20 p. c. for 2143 = 20 p. c. for 2144 = 20 p. c. for 2145 = 20 p. c. for 2146 = 20 p. c. for 2147 = 20 p. c. for 2148 = 20 p. c. for 2149 = 20 p. c. for 2150 = 20 p. c. for 2151 = 20 p. c. for 2152 = 20 p. c. for 2153 = 20 p. c. for 2154 = 20 p. c. for 2155 = 20 p. c. for 2156 = 20 p. c. for 2157 = 20 p. c. for 2158 = 20 p. c. for 2159 = 20 p. c. for 2160 = 20 p. c. for 2161 = 20 p. c. for 2162 = 20 p. c. for 2163 = 20 p. c. for 2164 = 20 p. c. for 2165 = 20 p. c. for 2166 = 20 p. c. for 2167 = 20 p. c. for 2168 = 20 p. c. for 2169 = 20 p. c. for 2170 = 20 p. c. for 2171 = 20 p. c. for 2172 = 20 p. c. for 2173 = 20 p. c. for 2174 = 20 p. c. for 2175 = 20 p. c. for 2176 = 20 p. c. for 2177 = 20 p. c. for 2178 = 20 p. c. for 2179 = 20 p. c. for 2180 = 20 p. c. for 2181 = 20 p. c. for 2182 = 20 p. c. for 2183 = 20 p. c. for 2184 = 20 p. c. for 2185 = 20 p. c. for 2186 = 20 p. c. for 2187 = 20 p. c. for 2188 = 20 p. c. for 2189 = 20 p. c. for 2190 = 20 p. c. for 2191 = 20 p. c. for 2192 = 20 p. c. for 2193 = 20 p. c. for 2194 = 20 p. c. for 2195 = 20 p. c. for 2196 = 20 p. c. for 2197 = 20 p. c. for 2198 = 20 p. c. for 2199 = 20 p. c. for 2200 = 20 p. c. for 2201 = 20 p. c. for 2202 = 20 p. c. for 2203 = 20 p. c. for 2204 = 20 p. c. for 2205 = 20 p. c. for 2206 = 20 p. c. for 2207 = 20 p. c. for 2208 = 20 p. c. for 2209 = 20 p. c. for 2210 = 20 p. c. for 2211 = 20 p. c. for 2212 = 20 p. c. for 2213 = 20 p. c. for 2214 = 20 p. c. for 2215 = 20 p. c. for 2216 = 20 p. c. for 2217 = 20 p. c. for 2218 = 20 p. c. for 2219 = 20 p. c. for 2220 = 20 p. c. for 2221 = 20 p. c. for 2222 = 20 p. c. for 2223 = 20 p. c. for 2224 = 20 p. c. for 2225 = 20 p. c. for 2226 = 20 p. c. for 2227 = 20 p. c. for 2228 = 20 p. c. for 2229 = 20 p. c. for 2230 = 20 p. c. for 2231 = 20 p. c. for 2232 = 20 p. c. for 2233 = 20 p. c. for 2234 = 20 p. c. for 2235 = 20 p. c. for 2236 = 20 p. c. for 2237 = 20 p. c. for 2238 = 20 p. c. for 2239 = 20 p. c. for 2240 = 20 p. c. for 2241 = 20 p. c. for 2242 = 20 p. c. for 2243 = 20 p. c. for 2244 = 20 p. c. for 2245 = 20 p. c. for 2246 = 20 p. c. for 2247 = 20 p. c. for 2248 = 20 p. c. for 2249 = 20 p. c. for 2250 = 20 p. c. for 2251 = 20 p. c. for 2252 = 20 p. c. for 2253 = 20 p. c. for 2254 = 20 p. c. for 2255 = 20 p. c. for 2256 = 20 p. c. for 2257 = 20 p. c. for 2258 = 20 p. c. for 2259 = 20 p. c. for 2260 = 20 p. c. for 2261 = 20 p. c. for 2262 = 20 p. c. for 2263 = 20 p. c. for 2264 = 20 p. c. for 2265 = 20 p. c. for 2266 = 20 p. c. for 2267 = 20 p. c. for 2268 = 20 p. c. for 2269 = 20 p. c. for 2270 = 20 p. c. for 2271 = 20 p. c. for 2272 = 20 p. c. for 2273 = 20 p. c. for 2274 = 20 p. c. for 2275 = 20 p. c. for 2276 = 20 p. c. for 2277 = 20 p. c. for 2278 = 20 p. c. for 2279 = 20 p. c. for 2280 = 20 p. c. for 2281 = 20 p. c. for 2282 = 20 p. c. for 2283 = 20 p. c. for 2284 = 20 p. c. for 2285 = 20 p. c. for 2286 = 20 p. c. for 2287 = 20 p. c. for 2288 = 20 p. c. for 2289 = 20 p. c. for 2290 = 20 p. c. for 2291 = 20 p. c. for 2292 = 20 p. c. for 2293 = 20 p. c. for 2294 = 20 p. c. for 2295 = 20 p. c. for 2296 = 20 p. c. for 2297 = 20 p. c. for 2298 = 20 p. c. for 2299 = 20 p. c. for 2300 = 20 p. c. for 2301 = 20 p. c. for 2302 = 20 p. c. for 2303 = 20 p. c. for 2304 = 20 p. c. for 2305 = 20 p. c. for 2306 = 20 p. c. for 2307 = 20 p. c. for 2308 = 20 p. c. for 2309 = 20 p. c. for 2310 = 20 p. c. for 2311 = 20 p. c. for 2312 = 20 p. c. for 2313 = 20 p. c. for 2314 = 20 p. c. for 2315 = 20 p. c. for 2316 = 20 p. c. for 2317 = 20 p. c. for 2318 = 20 p. c. for 2319 = 20 p. c. for 2320 = 20 p. c. for 2321 = 20 p. c. for 2322 = 20 p. c. for 2323 = 20 p. c. for 2324 = 20 p. c. for 2325 = 20 p. c. for 2326 = 20 p. c. for 2327 = 20 p. c. for 2328 = 20 p. c. for 2329 = 20 p. c. for 2330 = 20 p. c. for 2331 = 20 p. c. for 2332 = 20 p. c. for 2333 = 20 p. c. for 2334 = 20 p. c. for 2335 = 20 p. c. for 2336 = 20 p. c. for 2337 = 20 p. c. for 2338 = 20 p. c. for 2339 = 20 p. c. for 2340 = 20 p. c. for 2341 = 20 p. c. for 2342 = 20 p. c. for 2343 = 20 p. c. for 2344 = 20 p. c. for 2345 = 20 p. c. for 2346 = 20 p. c. for 2347 = 20 p. c. for 2348 = 20 p. c. for 2349 = 20 p. c. for 2350 = 20 p. c. for 2351 = 20 p. c. for 2352 = 20 p. c. for 2353 = 20 p. c. for 2354 = 20 p. c. for 2355 = 20 p. c. for 2356 = 20 p. c. for 2357 = 20 p. c. for 2358 = 20 p. c. for 2359 = 20 p. c. for 2360 = 20 p. c. for 2361 = 20 p. c. for 2362 = 20 p. c. for 2363 = 20 p. c. for 2364 = 20 p. c. for 2365 = 20 p. c. for 2366 = 20 p. c. for 2367 = 20 p. c. for 2368 = 20 p. c. for 2369 = 20 p. c. for 2370 = 20 p. c. for 2371 = 20 p. c. for 2372 = 20 p. c. for 2373 = 20 p. c. for 2374 = 20 p. c. for 2375 = 20 p. c. for 2376 = 20 p. c. for 2377 = 20 p. c. for 2378 = 20 p. c. for 2379 = 20 p. c. for 2380 = 20 p. c. for 2381 = 20 p. c. for 2382 = 20 p. c. for 2383 = 20 p. c. for 2384 = 20 p. c. for 2385 = 20 p. c. for 2386 = 20 p. c. for 2387 = 20 p. c. for 2388 = 20 p. c. for 2389 = 20 p. c. for 2390 = 20 p. c. for 2391 = 20 p. c. for 2392 = 20 p. c. for 2393 = 20 p. c. for 2394 = 20 p. c. for 2395 = 20 p. c. for 2396 = 20 p. c. for 2397 = 20 p. c. for 2398 = 20 p. c. for 2399 = 20 p. c. for 2400 = 20 p. c. for 2401 = 20 p. c. for 2402 = 20 p. c. for 2403 = 20 p. c. for 2404 = 20 p. c. for 2405 = 20 p. c. for 2406 = 20 p. c. for 2407 = 20 p. c. for 2408 = 20 p. c. for 2409 = 20 p. c. for 2410 = 20 p. c. for 2411 = 20 p. c. for 2412 = 20 p. c. for 2413 = 20 p. c. for 2414 = 20 p. c. for 2415 = 20 p. c. for 2416 = 20 p. c. for 2417 = 20 p. c. for 2418 = 20 p. c. for 2419 = 20 p. c. for 2420 = 20 p. c. for 2421 = 20 p. c. for 2422 = 20 p. c. for 2423 = 20 p. c. for 2424 = 20 p. c. for 2425 = 20 p. c. for 2426 = 20 p. c. for 2427 = 20 p. c. for 2428 = 20 p. c. for 2429 = 20 p. c. for 2430 = 20 p. c. for 2431 = 20 p. c. for 2432 = 20 p. c. for 2433 = 20 p. c. for 2434 = 20 p. c. for 2435 = 20 p. c. for 2436 = 20 p. c. for 2437 = 20 p. c. for 2438 = 20 p. c. for 2439 = 20 p. c. for 2440 = 20 p. c. for 2441 = 20 p. c. for 2442 = 20 p. c. for 2443 = 20 p. c. for 2444 = 20 p. c. for 2445 = 20 p. c. for 2446 = 20 p. c. for 2447 = 20 p. c. for 2448 = 20 p. c. for 2449 = 20 p. c. for 2450 = 20 p. c. for 2451 = 20 p. c. for 2452 = 20 p. c. for 2453 = 20 p. c. for 2454 = 20 p. c. for 2455 = 20 p. c. for 2456 = 20 p. c. for 2457 = 20 p. c. for 2458 = 20 p. c. for 2459 = 20 p. c. for 2460 = 20 p. c. for 2461 = 20 p. c. for 2462 = 20 p. c. for 2463 = 20 p. c. for 2464 = 20 p. c. for 2465 = 20 p. c. for 2466 = 20 p. c. for 2467 = 20 p. c. for 2468 = 20 p. c. for 2469 = 20 p. c. for 2470 = 20 p. c. for 2471 = 20 p. c. for 2472 = 20 p. c. for 2473 = 20 p. c. for 2474 = 20 p. c. for 2475 = 20 p. c. for 2476 = 20 p. c. for 2477 = 20 p. c. for 2478 = 20 p. c. for 2479 = 20 p. c. for 2480 = 20 p. c. for 2481 = 20 p. c. for 2482 = 20 p. c. for 2483 = 20 p. c. for 2484 = 20 p. c. for 2485 = 20 p. c. for 2486 = 20 p. c. for 2487 = 20 p. c. for 2488 = 20 p. c. for 2489 = 20 p. c. for 2490 = 20 p. c. for 2491 = 20 p. c. for 2492 = 20 p. c. for 2493 = 20 p. c. for 2494 = 20 p. c. for 2495 = 20 p. c. for 2496 = 20 p. c. for 2497 = 20 p. c. for 2498 = 20 p. c. for 2499 = 20 p. c. for 2500 = 20 p. c. for 2501 = 20 p. c. for 2502 = 20 p. c. for 2503 = 20 p. c. for 2504 = 20 p. c. for 2505 = 20 p. c. for 2506 = 20 p. c. for 2507 = 20 p. c. for 2508 = 20 p. c. for 2509 = 20 p. c. for 2510 = 20 p. c. for 2511 = 20 p. c. for 2512 = 20 p. c. for 2513 = 20 p. c. for 2514 = 20 p. c. for 2515 = 20 p. c. for 2516 = 20 p. c. for 2517 = 20 p. c. for 2518 = 20 p. c. for 2519 = 20 p. c. for 2520 = 20 p. c. for 2521 = 20 p. c. for 2522 = 20 p. c. for 2523 = 20 p. c. for 2524 = 20 p. c. for 2525 = 20 p. c. for 2526 = 20 p. c. for 2527 = 20 p. c. for 2528 = 20 p. c. for 2529 = 20 p. c. for 2530 = 20 p. c. for 2531 = 20 p. c. for 2532 = 20 p. c. for 2533 = 20 p. c. for 2534 = 20 p. c. for 2535 = 20 p. c. for 2536 = 20 p. c. for 2537 = 20 p. c. for 2538 = 20 p. c. for 2539 = 20 p. c. for 2540 = 20 p. c. for 2541 = 20 p. c. for 2542 = 20 p. c. for 2543 = 20 p. c. for 2544 = 20 p. c. for 2545 = 20 p. c. for 2546 = 20 p. c. for 2547 = 20 p. c. for 2548 = 20 p. c. for 2549 = 20 p. c. for 2550 = 20 p. c. for 2551 = 20 p. c. for 2552 = 20 p. c. for 2553 = 20 p. c. for 2554 = 20 p. c. for 2555 = 20 p. c. for 2556 = 20 p. c. for 2557 = 20 p. c. for 2558 = 20 p. c. for 2559 = 20 p. c. for 2560 = 20 p. c. for 2561 = 20 p. c. for 2562 = 20 p. c. for 2563 = 20 p. c. for 2564 = 20 p. c. for 2565 = 20 p. c. for 2566 = 20 p. c. for 2567 = 20 p. c. for 2568 = 20 p. c. for 2569 = 20 p. c. for 2570 = 20 p. c. for 2571 = 20 p. c. for 2572 = 20 p. c. for 2573 = 20 p. c. for 2574 = 20 p. c. for 2575 = 20 p. c. for 2576 = 20 p. c. for 2577 = 20 p. c. for 2578 = 20 p. c. for 2579 = 20 p. c. for 2580 = 20 p. c. for 2581 = 20 p. c. for 2582 = 20 p. c. for 2583 = 20 p. c. for 2584 = 20 p. c. for 2585 = 20 p. c. for 2586 = 20 p. c. for 2587 = 20 p. c. for 2588 = 20 p. c. for 2589 = 20 p. c. for 2590 = 20 p. c. for 2591 = 20 p. c. for 2592 = 20 p. c. for 2593 = 20 p. c. for 2594 = 20 p. c. for 2595 = 20 p. c. for 2596 = 20 p. c. for 2597 = 20 p. c. for 2598 = 20 p. c. for 2599 = 20 p. c. for 2600 = 20 p. c. for 2601 = 20 p. c. for 2602 = 20 p. c. for 2603 = 20 p. c. for 2604 = 20 p. c. for 2605 = 20 p. c. for 2606 = 20 p. c. for 2607 = 20 p. c. for 2608 = 20 p. c. for 2609 = 20 p. c. for 2610 = 20 p. c. for 2611 = 20 p. c. for 2612 = 20 p. c. for 2613 = 20 p. c. for 2614 = 20 p. c. for 2615 = 20 p. c. for 2616 = 20 p. c. for 2617 = 20 p. c. for 2618 = 20 p. c. for 2619 = 20 p. c. for 2620 = 20 p. c. for 2621 = 20 p. c. for 2622 = 20 p. c. for 2623 = 20 p. c. for 2624 = 20 p. c. for 2625 = 20 p. c. for 2626 = 20 p. c. for 2627 = 20 p. c. for 2628 = 20 p. c. for 2629 = 20 p. c. for 2630 = 20 p. c. for 2631 = 20 p. c. for 2632 = 20 p. c. for 2633 = 20 p. c. for 2634 = 20 p. c. for 2635 = 20 p. c. for 2636 = 20 p. c. for 2637 = 20 p. c. for 2638 = 20 p. c. for 2639 = 20 p. c. for 2640 = 20 p. c. for 2641 = 20 p. c. for 2642 = 20 p. c. for 2643 = 20 p. c. for 2644 = 20 p. c. for 2645 = 20 p. c. for 2646 = 20 p. c. for 2647 = 20 p. c. for 2648 = 20 p. c. for 2649 = 20 p. c. for 2650 = 20 p. c. for 2651 = 20 p. c. for 2652 = 20 p. c. for 2653 = 20 p. c. for 2654 = 20 p. c. for 2655 = 20 p. c. for 2656 = 20 p. c. for 2657 = 20 p. c. for 2658 = 20 p. c. for 2659 = 20 p. c. for 2660 = 20 p. c. for 2661 = 20 p. c. for 2662 = 20 p. c. for 2663 = 20 p. c. for 2664 = 20 p. c. for 2665 = 20 p. c. for 2666 = 20 p. c. for 2667 = 20 p. c. for 2668 = 20 p. c. for 2669 = 20 p. c. for 2670 = 20 p. c. for 2671 = 20 p. c. for 2672 = 20 p. c. for 2673 = 20 p. c. for 2674 = 20 p. c. for 2675 = 20 p. c. for 2676 = 20 p. c. for 2677 = 20 p. c. for 2678 = 20 p. c. for 2679 = 20 p. c. for 2680 = 20 p. c. for 2681 = 20 p. c. for 2682 = 20 p. c. for 2683 = 20 p. c. for 2684 = 20 p. c. for 2685 = 20 p. c. for 2686 = 20 p. c. for 2687 = 20 p. c. for 2688 = 20 p. c. for 2689 = 20 p. c. for 2690 = 20 p. c. for 2691 = 20 p. c. for 2692 = 20 p. c. for 2693 = 20 p. c. for 2694 = 20 p. c. for 2695 = 20 p. c. for 2696 = 20 p. c. for 2697 = 20 p. c. for 2698 = 20 p. c. for 2699 = 20 p. c. for 2700 = 20 p. c. for 2701 = 20 p. c. for 2702 = 20 p. c. for 2703 = 20 p. c. for 2704 = 20 p. c. for 2705 = 20 p. c. for 2706 = 20 p. c. for 2707 = 20 p. c. for 2708 = 20 p. c. for 2709 = 20 p. c. for 2710 = 20 p. c. for 2711 = 20 p. c. for 2712 = 20 p. c. for 2713 = 20 p. c. for 2714 = 20 p. c. for 2715 = 20 p. c. for 2716 = 20 p. c. for 2717 = 20 p. c. for 2718 = 20 p. c. for 2719 = 20 p. c. for 2720 = 20 p. c. for 2721 = 20 p. c. for 2722 = 20 p. c. for 2723 = 20 p. c. for 2724 = 20 p. c. for 2725 = 20 p. c. for 2726 = 20 p. c. for 2727 = 20 p. c. for 2728 = 20 p. c. for 2729 = 20 p. c. for 2730 = 20 p. c. for 27					